

**Saunders Road Widening Project
City Project Number: 05-013**

City of Hampton, Virginia

Public Hearing Comment Summary *(with responses shown in red italics)*

October 5, 2012

Public Hearing

Date: July 12, 2012
Time: 4:00 PM – 7:00 PM
Location: Northampton Community Center
1435-A Todds Lane
Hampton, Virginia 23666

Fifteen (15) calendar day comment period was held from July 12, 2012 to July 27, 2012. However, all comments received prior to August 3, 2012 are included in this summary. Forty-four (44) citizens attended the Public Hearing. A total of fourteen (14) completed comment sheets and one (1) email comment were received. Seven (7) comments were documented by a court reporter during the meeting.

Below is a summary of comments to specific questions on the comment sheet distributed during the meeting. The numbers in parentheses at the end of each comment correspond to the number assigned to the individual comment sheet. The number and name references can be found on the comment table.

Question #1

Do you have any comments concerning the Environmental Document that was prepared for this project?

There were six who did not have any concerns with the environmental document. Seven others had concerns and offered the following comments:

- The need for so large SWM pond seems overstated. I had hoped and was led to believe that the residual property left after taking footage from my home lot would be useable for building a new house. (2)
Following the project Public Hearing, the storm water plans have been revised and the storm water basin on the east end of the project has been eliminated. Also, the storm water basin on the west end has been reduced in size, which allows for reuse of some residual properties.
- I am not happy about losing all my property to storm water basin. I think it can be located elsewhere. I grew up there and would like to continue to have my house moved back or build a new one – I am happy with my community and enjoy location (4)

After revising the storm water plans, two properties (#113 and #115) will still need to be acquired in their entirety for the storm water basin at the west end of the project. The city will work closely with these property owners to assist with relocations.

- We were not told about SWM's – why can't this water drain into the ditch and/or woods next to property at Betz and Park area? Will Betz Lane get improved drainage from this endeavor? (6)
Storm water basins were not depicted on the Saunders Road Conceptual Study road alignment plan shown at a public meeting held in June, 2010 at Sandy Bottom Nature Park, due to the conceptual nature of the project at that time when no storm water design had been done. Federal and State storm water quality regulations require manmade storm water basins to be provided for run off from the proposed roadway, which contains a number of pollutants.

Betz Lane will have improvements made at the intersection with Saunders Road, including a new water main stub across Saunders Road. No other improvements are proposed to Betz Lane as a part of the Saunders Road project.

- Please provide sewer to our address. And is there any way to start the median right after our driveway? We are first on that side so to make a right turn to go down to make a u-turn to come back to Big Bethel – please. (7)

Sewer will be extended to all properties along Saunders Road as a part of this project. For those properties that are already connected to the sewer, the road contractor will reconnect the sewer line from the house to the new sewer, at no cost to the owner. For those properties not already connected to the sewer, once it is installed, the property owner will be responsible for making application to the city to connect to the sewer, and for paying a connection fee, as well as for obtaining a plumbing permit and extending a sewer line from the city's cleanout at the property line to the residence.

Regarding the median, the requested elimination of 300 feet of the median, west of Flinton Drive, up to this driveway, would likely result in other property owners in the vicinity wanting similar treatment. Also, if just a median cut was considered at this driveway, it would be too close to the start of the eastbound turn lane at Flinton Drive, (which would create an unsafe condition).

- I don't know that I've seen something called an Environment Document. I received a document at the public hearing titled *Saunders Road Widening—Public Hearing* which may be what is being referred to in this question as the Environmental Document. If so, it is overly summarized to suit my interests. I've reviewed the *Saunders Road Conceptual Study*, which does describe environmental study results in sufficient detail to address most of my concerns. (9)

If additional information is desired, the environmental document is available on the city's website and in the offices of Public Works at Hampton city hall.

- Creating a bottleneck effect at the end of this project at the Newport News line will be dangerous. We all know what happens (ie. Rt 64 West in Denbigh, big bethel road near mercury). It will become a race to see who gets there first. (13)

The west end of the project has been revised to address this concern to the extent that the project budget allows.

- No comments. I never saw an environmental document. (15)

The environmental document was available for viewing at the Public Hearing. It has been placed on the city's web site as well, and is also available at city hall.

Question #2

Are there any issues you are concerned about which are not addressed in the Environmental Document?

There were four that did not have any concerns about unaddressed information in the Environmental Document. Nine others had concerns and offered the following comments:

- Road lighting, drainage, crosswalks, all concerns are locations (1)
Roadway lighting was not shown on the plans, but it will be provided, as will proper drainage and a crosswalk at the Big Bethel Road intersection.
- Sidewalk traffic is not existent or so little that a 5 foot wide sidewalk on each side of the street is extreme over building. Big Bethel Road has same plan – but no pedestrian traffic is using sidewalks (2)
Sidewalks are felt to be integral to all new Hampton roadway projects to provide a more safe pedestrian experience and to encourage fitness.
- Betz Lane mail boxes, where will they go (3)
Betz Lane mail boxes will be reset back from the intersection with Saunders Road on the east side where the corner property is being acquired for the storm water basin.
- I am not happy about losing all my property to storm water basin. I think it can be located elsewhere. I grew up there and would like to continue to have my house moved back or build a new one – I am happy with my community and enjoy location (4)
The stormwater basin locations and sizing has been reviewed and two properties will still need to be acquired for the basin because of its proximity to the existing drainage outfall and optimum elevation for the basin. The city staff has already met with one of the property owners to discuss their relocation.
- NO bus stops on my property (7)
Bus stop locations have not been determined at this time by Hampton Roads Transit (HRT).
- Nearly all topics are mentioned in the Environmental Document, though there are very few details. I've entered my comments and suggestions under item #5 below. (9) *Noted*
- Drainage into the Fam Camp area. (11)
The drainage into the Family Campground owned by Langley Air Force Base will be improved along Saunders Road and along the existing ditch up to the campground entrance road.
- The danger of cars ending up in front yards. When the ditch in front of the houses is gone, the cars would end up in our homes. As you know this happens frequently. (13)
The new roadway will have curb and gutter along the outside lanes which should prevent vehicles from traveling into yards. There will also be trees planted behind the curb as well, which should provide some buffer.
- Although I never saw an environmental document, when I suggested Semple Farm Road was more worthy of a renovation, I was told there were too many environmental issues (wetlands, etc.) to tackle on that road. But Newport News is expected to tackle their environmental issues to extend the “project” into their city to alleviate the massive bottlenecking. (15)
Some years ago, Semple Farm Road improvements had been considered for improvement, but its awkward alignment and route through environmentally sensitive areas and its offset at Big Bethel Road with other connecting streets, made it an unacceptable alternative. Given Cmdr. Shepard Blvd is being extended from Magruder Blvd to Big Bethel Road at Saunders Road, and given

Saunders Road already extends from Big Bethel Road with Route 17, the city's Comprehensive Plan calls for the improvements to Saunders Road, rather than Semple Farm Road.

Question #3

Has this meeting helped you understand the project's purpose and need; alternatives that were considered?

There were seven who believed that the meeting helped them to understand the project's purpose. Six did not understand the purpose and offered the following comments:

- Too much overbuilding in sidewalks and green space on each side of new road proposal (2)
City sidewalks are integral to all new Hampton roadway projects to provide a more safe pedestrian experience and to encourage fitness. Likewise, green space along the roadside provides a more aesthetically pleasing experience for pedestrians, and for motorists.
- Because of road going into a two lane at city line, why do we need sidewalks and bike lanes on both sides – it's a waste to me (4)
See the prior response. At such time as the roadway may be extended beyond the city line, sidewalks and bike lanes are also expected to be extended.
- Just depressed me (that's a joke) (7) *No response required.*
- This is a pre-meeting comment (8) *No response required.*
- Why was this presentation not set up as a meeting? As a meeting, questions and concerns can be addressed so all could hear and respond. This presentation was no different than the one at Sandy Bottom months ago. (13)
This Public Hearing format is a standard developed to allow for individual discussions between the public and the designers, which is generally felt to be more productive for all parties. If there are questions that were not answered at the Public Hearing, the city staff and the design consultants are available per the contact information in the project brochure provided at the Public Hearing.
- No. I don't understand this at all and furthermore, I am not aware of any alternatives at all. Saunders Road was a done deal because of federal money with total disregard for the residents. (15)
No response required.

Question #4

Are you more aware of the social, economic, environmental, and other impacts of the project?

There were six that are more aware of the impact of the project. Four others expressed their concerns about the impacts of the project and offered the following comments:

- Because of road going into a two lane at city line, why do we need sidewalks and bike lanes on both sides – it's a waste to me (4) *See the response above.*
- I live on the road... (7) *No response required.*
- This is a pre-meeting comment (8) *No response required.*
- No. I did find out about the retention ponds, but there seems to be a discrepancy between the newspaper and the city as to how many residents will be losing their homes. (15)
There are 13 properties that will be acquired for this project, of which 1 is a vacant lot, and 3 of which are unoccupied houses.

Question #5

Please provide us with any information that you feel will assist in developing the final design of this project.

There were twelve comments regarding the design improvements. Those comments included:

- Driveways onto properties (1)
The Public Involvement Coordinator for the project will be discussing proposed driveway widths and locations with each property owner prior to finalizing the design.
- I would like some potential future improvements to the water line down Betz Lane. Please consider the additional water supply when building the road. So you don't have to tear up the road after building it! (3)
As part of the roadway project, an 8" water main will be extended across Saunders Road up to the Betz Lane entrance to serve as a stub for a possible future waterline improvement project for the Betz Lane area, however there is no funding currently available for extending a water main along Betz Lane. This short water main extension will avoid the need to cut Saunders Road later if the water main is extending down Betz Lane.
- I would prefer there not be a median at the end of Quarter Path Lane. However, if there is one, I would prefer to be able to make a U-turn at the end of the median by Edgemont when coming home from Newport News. As drawn, there is not indentation in the median to allow a vehicle to move off the main road. I don't have to have to go down to Flinton Drive to safely make a U-turn. (5)
Per this suggestion, for traffic coming from Newport News an eastbound turn lane has been added in the median near Edgemont Drive to facilitate U-turns to better access Quarter Path Lane. Further, for Quarter Path Lane residents who wish to go eastbound on Saunders Road (toward Big Bethel Road) from their homes, there is a turn bay provided in the median opening at Philmont Drive which can be used to make a U-turn. Either of these U-turns can be made within a few hundred feet of Quarter Path Lane.
- On Betz Lane, where will the mail boxes be located? (6)
Betz Lane mail boxes will be reset back from the intersection with Saunders Road on the east side where the corner property is being acquired for the storm water basin, not far from where they are currently located.
- Low growing trees that don't require constant trimming. Nandinas (8 feet high) are perfect because you don't trim and they stay green year around) (7)
Noted. Tree selection will be based on several factors such as low maintenance, high drought tolerance and aesthetic value.
- The westernmost project limit current stops about 120' into about 700' of a constricted right of way bordering the Hampton/Newport News City Line. When Newport News does not have a companion roadway improvement project, we would be prepared to assist you in negotiating easements and/or ROW to extend your improvements to the westernmost city line. (8)
Noted.
- Please consider the following in determining the final design of this project: (9)
 1. Consider (1) adjusting the west end of the project 600' further west to beyond Westview Drive, (2) adding a 200' westbound right turn only lane onto Betz Lane, and (3) extending two through traffic lanes beyond the Saunders Road intersection with Betz Lane/Sanlun Lakes Drive. IAW the large maps that were on display at the public hearing

(and the *Saunders Road Widening Conceptual Study*), the current plan had the four lane reduction to two lanes occurring east of Westview Drive at the Hampton/Newport News Corporate Line (through the Environmental Document brochure at the public hearing depicted the west end of the project coinciding with Westview Drive).

- The *Saunders Road Widening Conceptual Study* stated that the intersection of Saunders Road and Betz Lane/Sanlun Lakes Drive had the highest minor street volume. As is currently the plan, there would be a lot going on very near that intersection (and therefore a safety issue) – the highest volume of left turns, change of right westbound through traffic lane to right turn only westbound lane onto Betz Lane (causing urgent lane changes to the left for through traffic), and Saunders Road curve to the left. Just prior to that intersection and curve heading westbound there would be a lot of drivers checking left mirrors and looking over their left shoulder for a last moment merge to the left, center near stop to turn onto the narrow, gravel Betz Lane—it is very likely there will be rear end collisions considering these circumstances. Additionally, turning left from Sanlun Lakes Drive onto westbound Saunders Road is already a little tricky—the curve to the left of the intersection limits being able to see traffic coming and so requires quick acceleration when doing so (and this circumstance will worsen when the road speed limit is increased). These recommended adjustments—moving the west end further west, adding a right turn only lane for Betz Lane traffic, and extending two through traffic lanes beyond the intersection—would help reduce the intensity of the activity in the vicinity of that intersection and increase traffic safety.
- The specific recommendation for the 600’ shift west is more clearly depicted in Figure 1. This specifically chosen location (600’ to the west) seems to be a logical one in that:
 - I. It is about 100’ east of the existing eastbound, widened, paved shoulder.
 - II. That location provides a substantive traffic cueing capacity after the intersection.
 - III. The 700’ preceding section of westbound roadway is nearly straight (no curve).
- The added right turn only lane onto Betz Lane would consume lane that is already part of the property the city intends to purchase (113 and 115 Saunders Road are slated as complete property purchases). The only impact (in addition to slightly more cost specifically for road construction of this turn lane) would be a slightly smaller area for SWM Pond. As a solution to consider, the pond may be able to be increased in capacity by designing it to be a little deeper—maybe a foot or so would be adequate.
- Two through traffic lanes beyond the intersection and around the curve will improve roadway safety. Traffic will be able to maintain speeds and lanes through the intersection and around the curve rather than make those adjustments just as they’re entering the intersection and approaching the curve.

The tie in of the project at the western end has been extended to Westview Drive to make a better transition from four to two lanes.

The new road alignment will eliminate the curves in the existing roadway which will improve sight distance for vehicles turning left from side streets.

Betz Lane will be served with a right turn lane which will be created from the four lane section by shifting westbound Saunders Road through traffic over to the center lane just east of the Sanlun Lakes Drive intersection.

2. Consider specifying inclusion of water aeration fountains and treatment for the SWM Pond at 113/115 Saunders Road. These features will help keep this pond a plus rather than a negative for the local community. Aeration and treatment will help keep the mosses, mosquitoes, and foul odors abated, and can represent a little giving to the neighborhood with respect to the overall road widening project impacts. The citizens most tangibly impacted by this road widening project—those of us that live right there—will certainly appreciate that gesture.
Aeration fountains will be provided in the storm water basin.
- Power lines and cables would be nice underground. I have a 30ft camper and need a wider driveway and apron to pull into off Saunders. (11)
Unfortunately, the project budget does not allow for the undergrounding of overhead utilities, which is estimated to cost approximately \$2M. Wider driveway aprons (16' minimum) will be provided with the project.
 - The raised median at Quarter Path Lane should be removed to permit left turns in and out of Quarter Path Lane. (12)
Quarter Path Lane is located very close to the public street intersections of Edgemont Drive and Philmont Drive, and as such there is a conflict with vehicles turning left simultaneously from these streets, and the accident potential will only increase when Saunders Road is widened from 2 lanes to 4 lanes. The most logical way to deal with the traffic safety issue is to provide a raised median to avoid these left turn conflicts. Further, if there was no median and only a turn lane defined with lane lines, vehicles turning left from Quarter Path would have to cross the turn lane, potentially crossing between vehicles waiting to turn left onto Philmont Drive, which would be unsafe because of the limited sight distance to the oncoming traffic.
 - Has a center turn lane instead of this been considered? It would be for both ways as there is on rt 60 as you enter Williamsburg. (13)
A center left turn lane was considered in lieu of a raised median. The raised median has the advantages of being safer (it separates the traffic flowing in opposite directions, it allows for well-defined turn lanes, and it provides pedestrians and motorists with a "refuge area" when crossing the street), and it is more aesthetically pleasing (it allows for planting of trees and shrubs in the median- which also blocks some headlight glare and noise). The disadvantage of a raised median is that it restricts direct access to driveways and some side streets, which causes some property owners to have to make U-turns to get to/from their property. Some residents may feel that such U-turns would be unsafe, but they are safer than a common center left turn lane where traffic flowing in opposite directions could have conflicting left turns. The common center left turn lane advantages/disadvantages are the opposite of those for the raised median above. On balance, the city's design team feels the raised median is the better option of the two alternatives.
 - The raised median at Quarter Path Lane should be removed or moved back in an easterly direction so that left turns in and out of Quarter Path Lane are permitted. The westbound dedicated left turn lane on Saunders Road should be retained, but marked or painted on the road, not created with the raised median. Without this change the resulting U-turns will be more disruptive to traffic and more dangerous than any interaction between westbound and eastbound traffic on Saunders Road at this location. (14)
Traffic safety will be greater with a raised median for the reasons cited above.
 - Have the traffic routed onto Big Bethel Road to Hampton Roads Center Parkway (the road designed to connect the city) or Magruder Blvd–Rte 134 which would allow the residents to keep their property. (15)
Once the Cmdr. Shepard Blvd extension to Big Bethel Road is completed in 2013, westbound motorists using it will want to take the most direct east- west route, which is Saunders Road,

rather than going south to Hampton Roads Center Parkway, or north to Route 134, Hampton Highway.

Question #6

Were project representatives able to answer your questions? If not, were you offered further assistance?

There were nine who stated that the representatives were able to answer their questions. Two did not believe they had their questions answered and two said that some of their questions were addressed. Of those thirteen who answered the question, four offered comments to whether they were given further assistance. Those comments are listed below:

- Kind of, we have no choices. (6)
- Yes, most of my questions were answered and further assistance was offered. (9)
- To some degree. (11)
- Talked to three people, they understand but no answers. (13)

Question #7

How did you hear about this meeting?

There were eight that saw the notice in the newspaper, six received a letter in the mail, one who saw the roadway sign and seven who checked other. Of these, some responded that they heard about the meeting several ways. Of the seven who checked other, three heard about the meeting by email, two by a neighbor, one by Mr. Whitley, URS, and eight by the City contacts.

Additional Comments Received

These additional comments were received via emails, letters, or on comment sheets.

- Thanks for helping us visualize ☺ (7)
- I appreciate the City of Hampton's offering of this public hearing, presentation of project information, and willingness to accept comments from the public. I must say that the city representatives present at the public hearing handled themselves very professionally and courteously, despite being confronted with a number of disgruntled and outspoken citizens. Kudos to those folks you sent to represent the City of Hampton; they were very pleasant. (9)
- Just wanted to remind you that I have had a business at this residence for 18 years and the previous owners for at least 11 years before me. This property is zoned for both residential/light commercial and I have large delivery trucks come in to deliver my supplies. Because of the

amount of time I have been in business, do you think this could be taken into consideration when determining that median in front of my driveway? I am a women-owned business and would like this to be taken into consideration when going back to look at this issue. Thanks! Signature Art is the name of the business. (10)

Per the responses provided above, while the requested median modifications cannot be accommodated, the entrance into this property can be widened beyond the 16' wide minimum to better serve the larger vehicles using this entrance. A design team member will contact the property owner to discuss the appropriate width entrance.

- Hi Terry, it was a pleasure talking with you and your wife yesterday about the road project and your main concern about access into and out of your property with you RV. I will pass on to the road designers that you would like to have a 16' wide driveway apron to facilitate your movements with the RV. And, once I am able to meet with Dominion VA Power, I will let you know if there is any talk about moving the overhead utilities along the frontage of your property, which would require a 20' wide easement to be purchased from you, in addition to the right of way needed for the road improvements. (11)

A 16' wide entrance will be provided for all residential properties along Saunders Road in order to facilitate ingress and egress, except where there is a demonstrated need for a wider entrance, or where the existing entrance is wider than 16'.

Dominion Va Power does not anticipate needing an easement across this property. Their easement would begin just west of this property across the Fam Camp site and extending westward on the north side of the widened road.

Court Reporter Comments

In addition to written comments received at the meeting or by mail, a court reporter was present at the Public Hearing to record verbal comments. A summary of the comments is listed below:

- I don't want a median in front of my house so I don't have to go down the street and turn around. I'd like to go just out of the driveway. That's what we had agreed upon in the first meeting, my neighbor and I. We had expressed that. So hopefully it will happen. (Frieda Sullivan, Parcel ID# 019)

In the interest of traffic safety, a raised center median is felt to be a better option. See responses above for more information on this topic.

- I live on Philmont Drive, and I have some concerns about this project. I don't dispute the need for a traffic project to improve east-west travel in and around Hampton, Newport News, York County. I don't understand why the City of Hampton is proceeding with the project currently when the City of Newport News is not apparently making any effort to continue the project all the way to U.S. Route 17. The roadbed from Big Bethel to U.S. 17 is, in my rough opinion, about four miles long, give or take. The Big Bethel to Saunders Road -- Saunders Road from Big Bethel to the end of the City of Hampton is about a mile. So it would seem to me three-quarters of the project is not being done. Why is the City of Hampton proceeding with this when there's really no effort yet from Newport News to finish the job? It seems a waste of money and an unnecessary

disruption of people's lives. I would be interested in seeing the return on investment taxpayers would realize from this. I think that's all I have at the moment. (Wayne Holden)

It would have been ideal if funding could have been obtained for both Hampton's and Newport News' segments of Saunders Road at the same time. However, Hampton's federal funding of \$15 M was allocated several years ago and it must be spent within a certain time frame or it will be forfeited. Future funding for Newport News's segment of Saunders Road is not certain, but what is certain is that Newport News' funding would not be available before Hampton's funding would expire. Thus, Hampton needs to move forward with its road improvements ahead of Newport News, while the funding is still available.

- I would like a Jersey wall -- my property is located at 110 Flinton Drive, F-l-i-n-t-o-n, Drive, Hampton, Virginia 23666. I would like a Jersey wall and also some shrubbery or -- shrubbery or trees to help reduce the noise and keep the property value where it is currently at. And if there's -- if there are an option between putting a wet pond or a dry pond in for the runoff, I would prefer a dry pond for the safety of the neighborhood kids, not to have any incidents like we had at Westview Lakes a few years ago. So it's proposed to have a wet pond or a dry pond, and a dry pond would be better for the safety of the kids in the neighborhood. I'm in the Navy, and I've been in the Navy for 19 years and I wanted this to be my retirement home. And, you know, if I'm having a barbecue or anything, I want to like to just see the street. I would like to have a Jersey wall and some trees adjacent to the Jersey wall so we have some kind of scenery. Thank you. (Nelo Nightingale)

Sound walls are not applicable to this project because of the large number of driveways and side streets along Saunders Road, which would require numerous openings in the wall for property access. These openings would negate the noise buffering benefits of a sound wall.

Following the project Public Hearing, the storm water basin planned at the Flinton Drive entrance has been removed from the plans and it has been replaced with a small park which will have landscaping that should provide some noise buffering.

- B-o-n-i-t-a H-u-n-t-e-r. I'm a real estate broker with RE/MAX Peninsula. And my concern is -- I am also a property manager for 40 Westview Drive, and I have a sister who lives on 6 Sanlun, S-a-n-l-u-n, Lake Drive. My concern is with the changes in the construction going to take place on the road, how it is going to affect the sales in the area and also people being able to get in and out to their apartment. Also, I would like to know if there's going to be any type of barriers built to help keep the noise down on, what is that, Saunders Road, is there going to be any type of barriers, because that is also going to decrease the values of the properties in the area as well as prevent the potential buyers or sellers from getting in and out to the property. That is all I have. My number is 890-0052. Thank you. (Bonita Hunter)

Refer to the response above concerning sound walls.

- I live at 154 Saunders Road. My husband and I have been living there for over 30 years. My chief concern with the road widening project is the bottleneck that will be caused when the road goes back to the two-lane when it hits the Newport News line. We have already experienced accidents on that road. My husband and I are always ready to have orange cones, flares next to our front door. And I know looking at other bottleneck roads in the area, that it will turn into a raceway. People are racing to get to the bottleneck before anyone else. It will cause accidents. It doesn't concern me that this will be a four-lane highway. However, it needs to be all the way down, because this is a dangerous situation. In addition to the bottleneck, our ditches will be gone. Our ditches were the only way to prevent cars being driven into our porch. The ditches, since they will be gone, unless there is a guardrail, we will have cars in our yard. It will happen.

This is a very big concern for us on Saunders Road. I understand the amount of traffic going to Langley and I understand why this is being done. My husband and I have suggested to have turn - left turn lanes on Saunders Road to get into Edgemont, to get into Westview, to get into the main roads to alleviate rear-end collisions. We feel that this could be beneficial to the road. A four-lane highway bottlenecked with no ditches on this road will cause accidents. That's it. That's my main concern. (Sharon Smith, Parcel ID# 034)

Left turn lanes will be provided along Saunders Road at all of the public street intersections.

Regardless of whether Saunders Road is widened or left as is, traffic volumes will increase on the roadway due to the projected gradual growth of traffic, (as a result of population growth and future development in the Magruder corridor), and due to the extension of Cmdr. Shepard Blvd. to Big Bethel Road, which is projected to be completed in 2014. This increasing traffic volume at some point in the future may result in occasional westbound traffic backups (during some portion of the pm peak commute) where merging would occur. If no improvements were made, this backup would occur near the Flinton Drive intersection, where the road presently narrows from two westbound lanes to one lane. With the proposed roadway improvements, there may be occasional backups at the Sanlun Lakes/Betz Lane intersection, near the city limits, where the widened road would narrow from two westbound lanes to one, going into Newport News. However, with the road improvements, the additional westbound lane would increase the roadway's capacity to contain the backup and would reduce its length so as to lessen the impacts to homeowners in the vicinity of the city limits.

With regard to the concern about cars leaving the roadway and driving up in yards, the new 6" high curbing to be installed along the roadside and the proposed landscaping behind the sidewalk should prevent this from happening in most cases when the driver accidentally drifts outside the travel lane.

- I live at 2 Edgemont Drive, the City of Hampton. Specifically I live at the corner of Edgemont and Saunders Road. I am opposed to the City's layout of the Saunders expansion. Specifically, in 26 years of living at 2 Edgemont Drive, we moved there because of its ruralness and the fact that it was very quiet. Over the course of 26 years, of course, Saunders Road has picked up more and more traffic. During those 26 years, there have been numerous fatalities along that road, many of which I have personally responded to, unfortunately. I only see the expansion of the road as an increase in speed. Even though it's going to be straightened out, you've lessened the buffer between the homes that are out there now and the roadway. This last year we personally were involved where a drunk driver coming down Saunders Road ran through our yard, through our backyard, into my neighbor's front yard who faces Saunders Road, and I only see this as a precursor of things to come. There is almost no speed enforcement on Saunders Road, hasn't in the number of years that we've lived there, because -- and I understand it's the north end of the city and not many law enforcement individuals frequent that area. With the increase to five lanes and the increase of the speed limit to 45 miles an hour from the present 35 miles an hour, all we are doing is making a nice, pretty semi-interstate system. I am afraid for those individuals who live directly on Saunders Road where fatalities that may have used to occur in the ditch line on the trees, none of which will remain after the expansion, will now occur either in their front yards or in their homes themselves. Not to mention that in the 26 years that we've lived there, we have really a great quality of life. There are almost no large trucks that use that road specifically because of its windingness and the fact that it is relatively narrow. With the expansion, we are going to greatly increase the availability for large trucks to use those roads which rumble right by my bedroom. I really don't want to hear that. We only occasionally hear it now. And we spend a great deal of time in our backyard, in our pool and in the hot tub. So now I'm considering that in the future, I'm going to have to listen to all this traffic right on the opposite side of my fence line. So I see this as an affront to my quality of life after 26 years, not to mention that the value of my

house is going to greatly decrease. Had I wanted to live on Mercury Boulevard, I'd have bought a house on Mercury Boulevard. So now because I live on the corner of a residential street, a 35-mile-an-hour street which will become a 45-mile-an-hour five-lane street with sidewalks and bike paths, then my home value is going to drop considerably. Well, the City has made no mention of how those individuals are going to be compensated for the loss of their quality of life and the devaluation of their home. (Michael Holden, Parcel ID# 030)

There will be an opportunity for homeowners to discuss "property damages" that they feel will be occurring as a result of the roadway project with the city's agents who will be appraising properties for right of way and/or easement acquisitions. It is anticipated that the appraisal/property acquisition process could be starting in early 2013 and will likely be continuing for most of 2013.

- Just looking at this plan, I mean, it's obvious to me the City doesn't care about anybody that lives down here. It's hard to put it in words because, you know, we've lived here for 26 years. I want to die here. But the value, like I said, it's -- they are lowering our value. If we decide, okay, we don't like how busy the noise is and the traffic, we're not going to get compensated for the property and what we've done to it. They are going to want to give you assessed value. If we decide we want to move after they put the road in, then our property value's going to go down because a four-lane road's going to make our property value go down. It's like my husband said. If we wanted to live on Mercury Boulevard, we would have bought a house on Mercury Boulevard. If I wanted to live on Big Bethel the way they did with Big Bethel, I would have bought one out there, too. At the time we bought it, it was a two-lane road, quiet neighborhood, and that's why we wanted to live there. So it's -- I think they are doing this because of the Magruder property that -- it's over there on Magruder. It's that office park over there where Commander Shepard is coming in. They've got deep pockets over there. Commander Shepard Boulevard is coming in. That's the area that's coming in now. And they are going to feed Commander Shepard onto our road, all in effect to get to this office park back on Magruder. So you've got somebody over on Magruder Office Park that's got deep pockets, they wanted a thoroughfare to bring more money into their office park, so they are giving them that road. I don't like it. Anything I say is not going to change it. The City's going to do what they want. They don't care about the people that live out there. It's all about money. And they've got a federal grant. They need to put it somewhere, so this is where they are going to put it. (Katherine Holden, Parcel ID# 030)

It is understood that the project is not welcomed by all of the area residents, but the widened roadway has a legitimate purpose to meet the future transportation needs of the city of Hampton, in accordance with its Community Plan. As stated above, if property owners feel the project will cause damages, there will be an opportunity for discussions with the city's agents who will be appraising properties for right of way and/or easement acquisitions sometime in 2013..